PAN AMERICAN fisherman

NOVEMBER
1953

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Page 13, is not that one of Joe's pictures?

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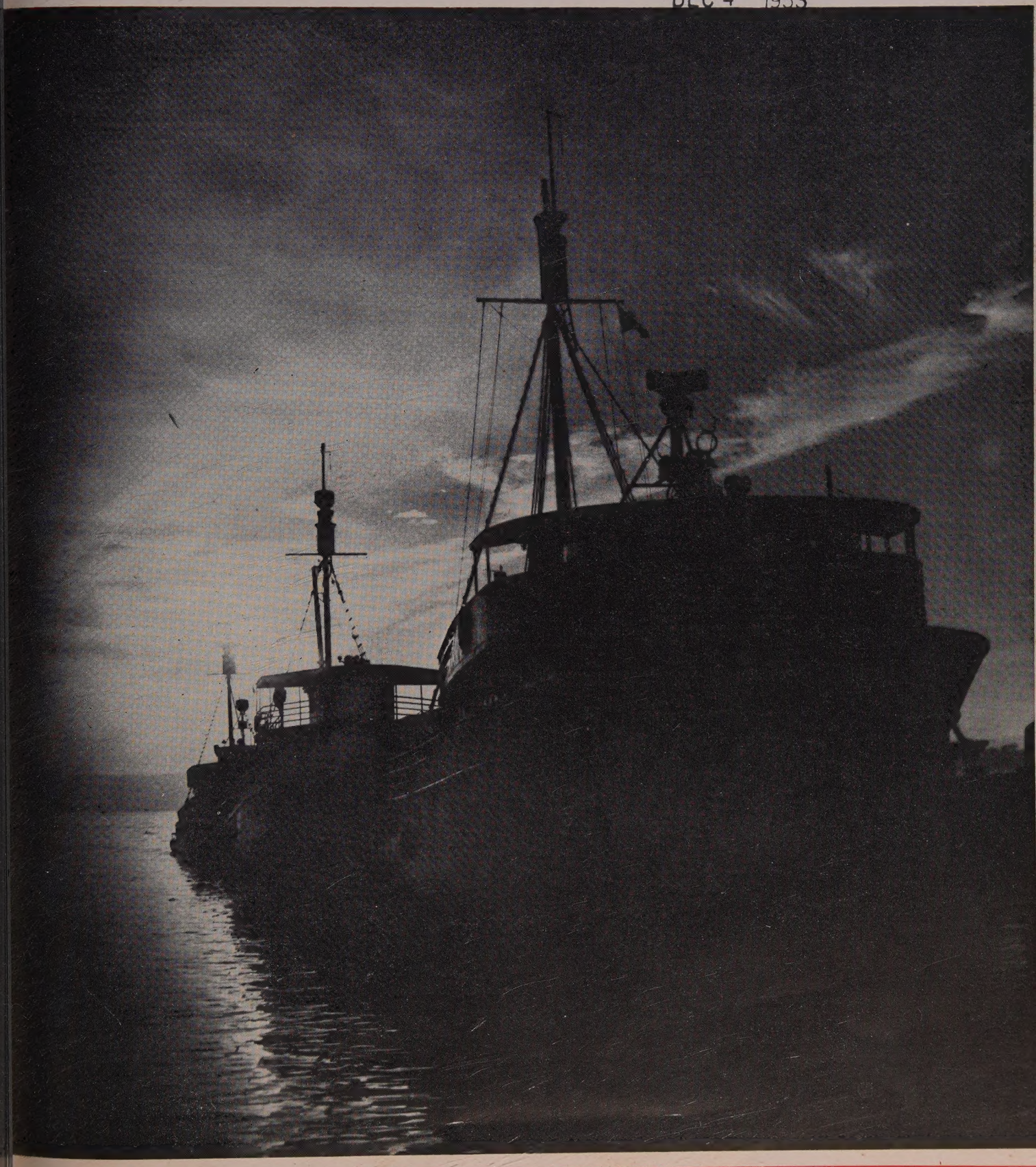
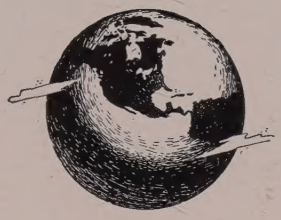


INSURING THE PRESENT

. . . AND THE FUTURE



As In the Past So In the Future

All Activities of the American Tunaboat Association

Are Directed to Improvement and Prosperity

Of the Tuna Industry

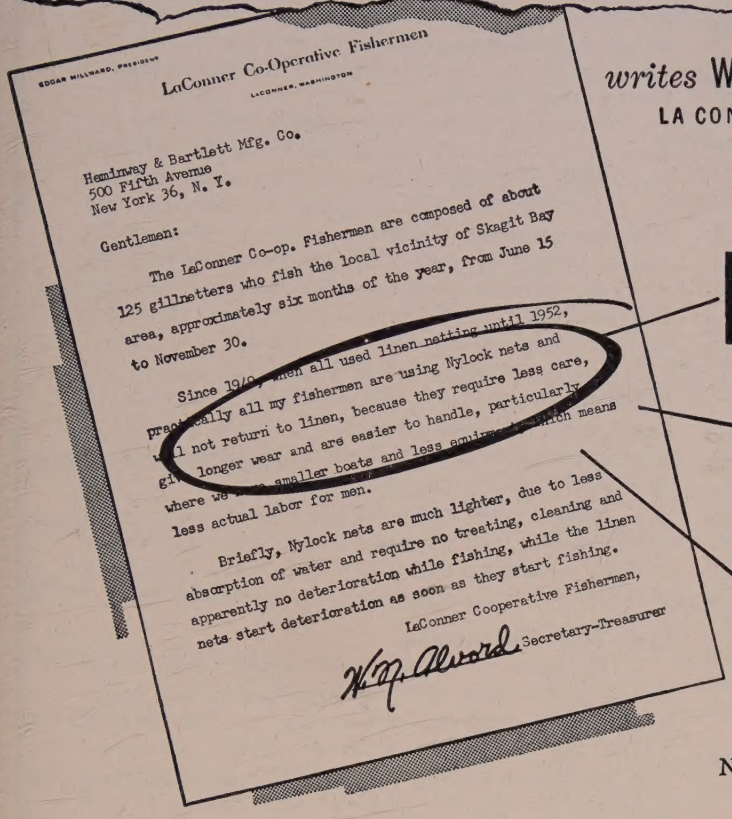
Edward X. Madruga
PRESIDENT

Harold F. Cary
GENERAL MANAGER

AMERICAN TUNABOAT ASSOCIATION

No. 1 Tuna Lane • San Diego, California

"practically all my fishermen are using NYLOCK NETS"



LaConner Co-Operative Fishermen

EDGAR WILLWARD, PRESIDENT

LACONNER, WASHINGTON

Hemingway & Bartlett Mfg. Co.
500 Fifth Avenue
New York 36, N. Y.

Gentlemen:

The LaConner Co-op. fishermen are composed of about 125 gillnetters who fish the local vicinity of Skagit Bay area, approximately six months of the year, from June 15 to November 30.

Since 19[illegible] when all used linen netting until 1952, practically all my fishermen are using Nylock nets and will not return to linen, because they require less care, give longer wear and are easier to handle, particularly where we use smaller boats and less equipment means less actual labor for men.

Briefly, Nylock nets are much lighter, due to less absorption of water and require no treating, cleaning and apparently no deterioration while fishing, while the linen nets start deterioration as soon as they start fishing.

LaConner Cooperative Fishermen,

W. N. Alvord Secretary-Treasurer

writes **W. N. ALVORD**, Secretary-Treasurer
LA CONNER CO-OPERATIVE FISHERMEN
La Conner, Washington

LESS CARE

LONGER WEAR

EASIER TO HANDLE

IN ADDITION, Mr. Alvord says, "NYLOCK Nylon Nets are much lighter due to less absorption of water and require no treating, cleaning and apparently there is no deterioration while fishing."

AND THAT'S NOT ALL! NYLOCK Nylon Nets catch more fish, have less knot slippage, do not fray or fuzz and need no drying! That's why YOU should *insist* on nets made of—

NYLOCK®

the original Patented-Processed
NYLON TWINE

U. S. Patent No. 2590586

For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

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U. S. Patented* NYLOCK NYLON TWINE produced by:

HEMINWAY & BARTLETT
500 FIFTH AVENUE NEW YORK 36, N. Y.

PACIFIC COAST REPRESENTATIVE:
J. W. ASHLEY, 1940 26 Avenue North, Seattle 2, Washington

EDITORIAL

IMPORTANT INTERNATIONAL CONFERENCES

THE results of two conferences this year may mark an important international milestone in the future world-wide construction and operation of commercial fishing vessels, it was announced by the Food and Agriculture Organization of the United Nations.

In 1953 naval architects and marine engineers, representing the best brains from 26 nations, have prepared papers dealing with the design, construction, outfitting and operation of fishing vessels. Following closely upon a previous meeting at Paris, France, in October, the final meeting will be held November 16 through the 20th, at Miami, Florida.

The Paris meeting embraced representatives from Europe, Asia and Africa, and the Miami meeting will hear representatives from the American continents, including a summary of the Paris meeting.

Four Main Aims

It is the object of the congress to make available everywhere the latest advances in design and equipment and to reach the widest possible audience with the news of latest techniques from these experts, with specific aims as follows:

1. To collect information on different types of efficient fishing boats in use today in various countries, and technical news of importance for the improvement of fishing vessels and their operation.
2. To discuss the relationship between fishing boat types and specific conditions under which the boats are to operate.
3. To discuss the possibilities of adopting a hull shape used successfully in one type boat for other types. To discuss the possibilities of further improvement in the present fishing boats.
4. To promote a continuous exchange of information between fishing boat designers, builders, operators and fisheries administrators.

Importance of Fishing Boats

In practically all marine fisheries the fishing boat is a most important piece of equipment. About half of the total investment of the fishing industries, from the time fish is caught until the time it is on the table of a consumer, is represented by the fishing craft. It is therefore extremely important that this craft should be as efficient and economical as possible. But literature on the design of fishing boats is very scarce as compared with literature on gear and methods of fish processing.

Designers of fishing boats and manufacturers of equipment are especially interested in this conference since many of the papers read and films shown will be concerned with new and improved types of equipment of all sorts . . . from winches and gear to power units and improved fishing craft.

The agenda includes everything from the opening discussion on fishing boats of today, at which different types of boats from all over the world will be reviewed, to the final discussion on fish handling and processing in factory ships.

The shape of boats, methods and material of construction, choice of engines, gear for handling nets and arrangements for handling the catch on board are all the subjects of separate sessions.

Attendance Is Open

The Miami meeting will be of an informal character, the aim being an exchange of experience and information on a technical level and, as no formal recommendations for Government action are anticipated, attendance is open, not only to officials representing Governments but also to interested persons from private industry.

According to the FAO release, one of the features of the meetings is expected to be the contribution made by some of the countries which are usually considered less well equipped on technical matters. For example, Chile has much to offer in the mechanization of sailing fishing boats suitable for many countries of Latin America and the Far East. Pakistan, again, is the home of fishing craft described as "probably having the world's best hull shape."

Fishing is fundamentally a primitive pursuit, and it is only natural that in the course of years it should have grown up internationally . . . from a series of relatively local industries about which there has been no interchange of information.

While in some of the Nordic countries and in the United States, fishing vessel design and construction is highly developed and scientific, in many other parts of the world it is completely rule of thumb.

Learn from One Another

The enormous expansion of world fisheries and the need for more efficient food production today suggests the bringing together for the first time in history the best brains from all nations concerned with the design, construction, outfiting and operating of fishing vessels. Thus, the man who builds and runs the purse seiners, tuna clippers and jib boats of the Pacific Coast may not only learn something from his opposite number who constructs near water fishing vessels for the North Sea, and other parts of the world, but may also have something to give to him.

Similarly, on the propulsive side, the man who has experience with fitting high speed diesel engines may have some useful information for his opposite number who has hitherto employed only hot bulb engines and vice versa. Questions of the drive for winches, either electric or hydraulic, will also come up for discussion and so will the important matter of fish factories, their design, equipment and segregation into types according to the duties envisaged.

This unique Congress, the first of its kind in history, is sponsored by FAO and is taking place under the patronage of both France and the United States. The idea of this Congress was conceived by Commander A. C. Hardy, London, internationally known naval architect and authority on modern fishing vessel designs who acts as a special consultant to FAO at both meetings.

—ROBERT K. LAWSON

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BRIANT SANDO—Editor and Publisher

Associate Editor
ROBERT K. LAWSON

Advertising Manager
FRED W. WALTERS

BRANCH OFFICES

WASHINGTON 6, D. C.
744 Jackson Place, N.W.
JOHN HARMS
Telephone National 8-4123

SAN DIEGO 1, CALIF.
206 Broadway Pier Bldg.
ROBERT K. LAWSON
Telephone Franklin 7328

STAFF PHOTOGRAPHERS
Busco-Nestor Studios

ADVERTISING REPRESENTATIVES

Richard S. Meyer
3137 Kelton Ave.
LOS ANGELES 34, CALIF.
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About This Issue . . .

"Safety at Sea" is a hot subject these days. Not only to fishermen and boat owners but also to insurance men, surveyors and engineers. Our September story on "Salvaging The Courageous," by Art De Fever will be followed up, as promised, with appropriate related material.

*

The feature subject this month is "Salvage Operations" by Bill Miller on page 10. Bill has been through the thick and thin of such operations in this industry, and you'll find his comments make interesting reading.

*

"Progress and Production" (page 16) coupled with "Tides of the Industry" (page 17) give you a quick run down of current events in U.S. circles . . . while "The Globe" (page 15) does the same thing on an international scale.

*

National Tuna Week is all set for November 4 to 15 this year, sponsored by the Tuna Research Foundation, Long Beach, California. Ed Morris, head of that organization, says the campaign will stress "Tuna from California"—and we'll have more on that subject next month.

*

Editorial on page 4 gives you an advance peep into the big goings-on scheduled by FAO in Miami this month.

Sando Publications: PAN AMERICAN FISHERMAN • FRUIT & VEGETABLE REVIEW

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U.S. Duties for Fishery Products

The degree of tariff protection for fishery products is lower than the protection for most other classes of commodities, according to a report by the U.S. Tariff Commission. This shows averages of the rates of duty in effect before any agreements, as of January 1, 1945, and as of January 1, 1953, weighted in all instances by the value of 1952 imports. It deals only with tariff duties and does not take into account the existence of any other barriers to imports such as quotas or sanitary prohibitions.

Based on rates in effect on January 1, 1953, the average ad valorem equivalent of tariffs on dutiable imports of fishery products was only 8.4%. The lowest average ad valorem equivalent—4.7%—is on imports of wood and manufacturers. Next lowest level of protection—5.2%—is for flax, hemp, and jute products.

The average ad valorem equivalents for some other classes of imports are: silk manufactures 31%; tobacco 20.3%; chemicals, oils and paints, 12.4%; agricultural products and provisions, 9.4%.

Before any agreements, the average ad valorem equivalent for fishery products was 13.3%. These figures relate only to dutiable imports, based on the value of 1952 imports, and do not relate to duty-free fishery products, consisting of many fresh and frozen fish.

Trade with the Philippines

Important changes are expected before long in the commercial relations between the United States and the Philippine Republic.

Canners of anchovies, mackerel, salmon, sardines, and squid will be most affected. The packers of such products have enjoyed substantial business over the years but may be in danger of losing this market in the near future.

What is happening is that the Philippine Government is presently conducting hearings preparatory to revising its tariff schedules on imports. These hearings will continue until December 2.

The present tariff law has been in effect since 1909 and is in need of revision. Philippine officials see the need for developing new industries and of protecting them during infancy. Duties on imports of canned fish into the Philippines (except from the United States) now range from 15% to 25% ad valorem.

Although the Philippine Director of Fisheries a year ago recommended that the duty-free status be maintained on imports of fishery products from the nUited States if it was not possible to develop a local industry, we have received numerous reports during the past year of efforts to develop such a fishing industry in the islands.

Under present law, the duty-free status of U.S. imports ends on July 4, 1954. On that date, duties are to commence at the rate of 5% of the full rate, and increase by 5% in each succeeding year so that at the end of 20 years the full rates will be imposed.

At the same time the United States will begin to impose duties on imports from the Philippines on the same basis unless the U.S. law is changed. The Philippine Government is most anxious to negotiate an agreement with the U.S. so that a number of its important export commodities will continue to enjoy duty-free status and has made tentative proposals in this regard to the State Department. However, there are no canned fish items on this tentative list, despite a recommendation by the Director of Fisheries.

Alaska Salmon Pack

The Alaska salmon catch declined from 3,574,000 cases in 1952 to a total of 2,792,547 for 1953, according to FWS reports. The catch in 1951 was 3,484,000. Despite the overall poor season, the yield of red salmon in southeastern Alaska was 75% greater this year than in recent years.

Final pack figures for 1953 will be increased by the returns from Alaska's fall fishing season, and early indications were good.

The decline in 1953 was due primarily to the failure of the pink salmon runs in southeastern Alaska and to below-average red salmon runs in parts of the Bristol Bay area of western Alaska.

Offsetting the relatively poor runs of pinks and chums in southeastern Alaska was the good run of red salmon in this area which yielded a 75% greater pack than in recent years. The earnings of gill-net fishermen in the Lynn Canal, Taku, and Stikine sections were naturally enhanced as a result.

Japanese Policy Talks

Leading interests in the Japanese canned tuna industry have been holding discussions on policy of exports to the United States. Several leading representatives from Japan also "unofficially" visited this country. According to reports their discussions on an export and sale policy of canned tuna to the United States included the following items:

1. Exports of 1,500,000 cases of canned tuna in 1954.

2. Exports to emphasize tuna canned in brine in preference to tuna canned in oil.

3. Expectation on the part of the Japanese canners to compete with exporters of frozen tuna in paying high prices for tuna in auction sales of the catches when landed, especially during the coming albacore season (which begins in December).

4. Reduction in canning production costs to offset the expected high cost of fish. This will include an effort to reduce the cost of cans.

5. A joint plan among canners for the buying of tuna for canning and in consideration of U.S. consumer market prices and other market conditions.

6. Improved financing and credit assistance to members of the canning industry.

7. The development of standard brands to avoid confusion in sales programs.

8. Continuation of the Tokyo Canned Tuna Sales Company as the principal sales outlet to Japanese exporters.

9. Establishment of a program for the more orderly marketing of Japanese canned tuna in the United States. In this connection consideration is being given to the so-called "Ekdale Plan" which would establish a joint company by Japan-United States investments for the buying and selling of Japanese tuna imports (canned products especially) to the United States.

10. Optimism that no political action will be taken in the United States on the tuna tariff question until at least March 1954.

Report from **Washington**

Gleaned from the Nation's Capital by John Harms

FREE FISHING RIGHTS.--If late November rolls around and the White House has taken no official stand on the maintenance of free fishing rights on the high seas, Senators from States having fishing interests are going to ask President Eisenhower, "How about it?"

This, we are told confidentially, is the outside limit Senators Saltonstall (R., Mass.), Holland (D., Fla.) and Daniel (D., Tex.) have set for an answer to their request that the President make it clear the U.S. insists on freedom of the seas for fishing and navigation outside the three-mile limit, except in the Gulf of Mexico off Texas and Florida.

The White House has acknowledged the request but has deferred an official stand until cabinet heads and executive offices concerned with the problem have had a chance to study and comment. These would include Secretary of State Dulles, Secretary of Interior McKay, and Attorney General Brownell.

--o--

ACTION.--What legislative action is to be taken if the final outlook is not reassuring will not be made public until the White House takes a final stand on the problem . . . and maybe not then.

Reason for this is that the Senators don't expect the White House to reach a decision in a hurry on such a major issue as this, presenting as it does such important policy questions as those involving our entire international relations.

Present strategy is to give the White House plenty of time to take a considered stand. After that, an administrative spokesman for one of the Senators told this publication, "Be sure of this--we'll hear more of it."

The issue has been raised as an outcome of the "tidelands law" giving coastal title to offshore land, particularly recognition of a limit at ten and one-half miles off Texas and West Florida in the Gulf.

Fishermen fear that tidelands oil as it affects Texas and Florida might be interpreted by other countries as entitling them to extend their zone of exclusive fishing rights beyond the present three miles.

--o--

NEW TIDELANDS COMPLICATIONS.--While fishermen are demanding a reaffirmation of free fishing rights outside the three-mile limit internationally, a purely domestic fight over the same traditional rights off some of our own coastal states has arisen in the United States.

The State of Alabama has asked the U.S. Supreme Court here to declare the tidelands law unconstitutional because it threatens the

traditional "free" fishing rights of Alabama fishermen beyond the three-mile limit off the coasts of Texas, Florida and Louisiana.

Alabama told the High Court that the three States were already getting ready to require license fees for fishing in the Gulf of Mexico beyond the three miles from the shore line . . . that these states even assert "the right to exclude non-residents altogether."

The suit said that Texas claims an area more than 50 miles into the Gulf of Mexico and as much as 150 nautical miles seaward . . . that Louisiana claims 27 nautical miles into the Gulf . . . "Florida has modestly limited herself to 9 miles."

Alabama argued its large interest in the fish, shrimp, crabs and lobsters in these waters. The Alabama suit is the second to be filed challenging the law. Arizona, not a state with fishing interests, was the first. Other States are expected to follow.

LEGAL NOTE:--There are some protests heard here from Alabamans that Secretary of the Interior McKay gave the fishing industry assurance that assignment of the tidelands to the States could be made "without changing the regulation and control of fisheries in our coastal waters."

--o--

TIDELANDS ABROAD.--United Nations here reports that its General Assembly at its present meeting will discuss detailed proposals for control of the continental shelf presented by the United Nations International Law Commission.

The announcement comes just as the tidelands subject is in the limelight and Australia has said she will claim the entire continental shelf surrounding her territory--extending out 200 miles in some places.

Adoption of the proposals by the Assembly, and later by the countries concerned, would mean an extension of sovereign rights over the seabed and subsoil of each nation's continental shelf. Purpose: Exploration and exploitation of natural resources.

The proposals deal only with seabed and subsoil rights. They include "sedentary fisheries" such as oysters, but not "bottom fish." The water and air above the shelf and beyond the traditional three-mile limit would not be involved.

What this means to the experts on natural resources here is that other countries are discovering that gold is not just "in them thar hills," but is also at the bottom of the sea.

--o--

WEST MEETS EAST.--U.S. Embassy dispatches from Tokyo advise us a large Japanese firm has finished negotiations to engage in shrimp fishing along the Pacific Coast of Central America. Operations should be beginning about now from a base at Puntarenas, Costa Rica. The firm has an agreement providing fishing rights for two years.

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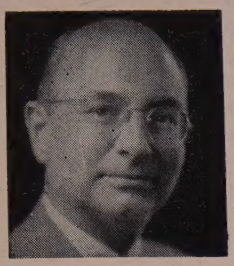
FILLETS HEARING HELD.--Tariff Commission held hearings here October 20

(Continued on page 25)



The Publisher's Page . . .

Cross-Country and Cross-Section.—Just back from the Atlantic Coast (going via the southern route and returning via the northern route), we have had a pretty good cross-country tour. As this included three conventions along the way in three different industries (in Houston, St. Louis and Chicago), the trip also afforded a good cross-section of people and their views.

If you talk to a New Dealer these days he will tell you the country is getting into worse shape than ever before, because farm prices are skidding and costs and taxes remain high. If you talk to a Republican, he will tell you Ike inherited such a mess it is taking longer than expected to bring order out of chaos, but headway is being made—just wait and see.

The net of our impressions was that this is a time for well considered weighing of the facts, for careful buying and skillful management; that competitive days are here again, but that's no calamity. As our friend Lawrence Kokx always says, "It is just separating the men from the boys."

Those who have the know-how, and are willing to work hard, will continue to get ahead. The others will find the road quite a bit rougher than during the period of sky-rocketing inflation. The days of "anything goes" are ended; the dollar and the U.S. government are becoming stabilized. That makes the shoe pinch some people and some businesses, but for the long road ahead we are still optimists.

What Washington Thinks—In New York City we saw more new large buildings going up than any time in the last 20 years. Same way with factories and industrial sites down through Philadelphia and Baltimore. Almost (but not quite) as chipper as California!

Then in Washington we saw the first faint signs of a let-down. But it was a let-down of bureaucrats and politicians—and that didn't strike us as particularly bad. At luncheon in the National Press Club the speaker was Dave Beck, head of the teamsters union . . . still plugging for higher wages and more "benefits" and less work.

Over at the U.S. Department of Agriculture, Secretary Benson and his associates are admittedly in hot water over the fall in farm prices, and the fact that so many people have become accustomed to government hand-outs that it seems impossible to do away with price supports and subsidies. If that's what the people want, that's what they'll eventually get—along with the necessary but hateful controls.

All in all, the times call for confidence mixed with caution. There's no basis for gloom and depression—nor for another spurt of boom and bust inflation. In one sentence: a fair degree of prosperity.

That Middle-Age Spread.—Almost like a national contest is the present craze for losing weight or keeping thin. Everybody who hits the right answer gets a ticket that guarantees a longer and healthier existence.

Well, it's all right with us—and it's all right with this industry. That little pot belly we sport has never got out of control—and fish and seafood constitute the best possible answer to everybody's desire for palatable and satisfying foods that can be eaten heartily without producing adipose tissue.

All this ties up to some popular books and to seductive suggestions in newspapers, magazines, on the radio and TV. The whole medical profesison is plugging the same game—why dig your grave with your teeth, why carry around extra weight that puts a strain on your ticker?

Fat has become a nasty word. If you want to be an interesting conversationalist these days you must know about special diets, reducing pills, and how to remove ten pounds in ten easy lessons in ten (not so easy) days or weeks. And the ladies—bless 'em—want to change their silhouette by taking it off here and putting it on there.

All this should be helpful to our industry—both now and in the years immediately ahead. The canned tuna industry has made immense strides through good advertising, sound merchandising efforts and sales appeals. Perhaps this has just laid a good foundation for the bigger and better days ahead!

Another Sales Aid.—A basic educational principle is, "You can teach them better while they are young." In recognition of this, the Fish and Wildlife Service is continuing to devote a substantial portion of its fishery educational and market development program to increasing the use of fish in the nation's schools. By means of fish-cookery demonstrations for school lunchroom personnel during the past year, the Service has encouraged greater use of fish by over a million children in the schools of 10 states.

School lunchrooms are now looked upon by educators as being more than just a convenient place for students to eat their noon meals. The lunchroom has become, in effect, a classroom where the students can broaden their food preferences and make practical application of what they have been taught about the value of a balanced diet. The "teachers" in these informal classrooms are the lunchroom managers. The Service's fish-cookery demonstrations for school lunch personnel thus serve to "teach the teachers."

Since acceptance of fishery products has been lower in areas not on the sea coasts, the Service is concentrating most of its fish-cookery demonstration program in inland states. At 150 group meetings the past year over 7,000 school-lunch cooks and managers, representing 2,700 schools, attended and learned more about fish cookery.

A good evaluation of these demonstrations' results cannot be made yet, but based on surveys in other states the Service thinks that a 60 per cent increase can be expected in these schools.

It's Football Time.—The teacher asked her pupils to list, in their opinions, the 11 greatest Americans. As they were writing away, she stopped at one desk.

"Have you finished your list, Bobby?" she asked.

"Not quite," answered the boy. "I can't decide on the fullback."

BRIANT SANDO

Fishing Vessel
SALVAGE OPERATIONS
Present Problems

By WILLIAM C. MILLER
Wm. C. Miller & Associates
Marine Surveyors & Marine Engineers
San Diego, California

★

Editor's Note—William C. Miller is a Member of the Society of Naval Architects and Marine Engineers, and a past president and national director of the N.A.F. He might logically be called, at 43, a man who has dedicated his life to the sea and to the air. At 18, he was shipwrecked off Cape Hatteras, and he later served in the rescue operations of the Morro Castle fire. He has been a licensed airplane pilot for 23 years, and now uses his own plane in directing salvage and engineering operations. This year, as one of five appointed U. S. delegates to the 1953 International Fishing Boat Congress at Paris, France, and Miami, Florida, during October and November, he will talk to the Congress and to the Gulf and Caribbean Fisheries Institute as well as the Shrimp Association of the Americas, the Southern Fisheries Association, and the Atlantic States Marine Fisheries Commission on "Safety at Sea."

★

INDIVIDUALS as well as organizations interested in commercial fishing along the Pacific coast from Mexico to the Canadian border have asked us for data from which a better understanding of the problems relating to salvage of fishing vessels might be afforded owners, operators, crews, insurance underwriters, and others.

Marine salvage has been hotly discussed in California fishing circles since a recent sinking in San Diego, and the resultant high financial cargo loss to the owners. Owners should understand that exceptionally high salvage expenses will, if past insurance premium increases are a criterion, only cause additional high rates which they must bear if they continue to insure.

It is hoped that presentation of the material herein contained will stimulate further discussion by all concerned and will contribute to a wider understanding and better agreement by all parties of what marine salvage and resultant involvements represent, and how best any salvage problem should be approached to arrive at an agreeable solution in any case with minimum expense to all.

The facts and information contained herein are the result of close association over a period of years with the problem to be discussed.

Salvage is defined by the International Maritime Dictionary as "the property which has been recovered from a wrecked vessel; or the recovery of the ship herself." The same reference work defines Salvaging as "the work of raising, refloating, and recovering sunken ships or cargoes."

The methods used in salvaging depend principally on the location of a ship in distress, the depth of water in which a wreck lies, or the conditions of wind and sea or bottom, and surf or other coastal conditions on which a stranded ship rests. The necessary operations to complete a successful salvage job may vary from towing a small disabled vessel to port, to repairing and retrieving a badly grounded ship in such a manner that she may safely be restored to condition and returned to service at a minimum financial loss to her owners and insurance underwriters.

All salvage services carry with them a maritime lien on the things saved, and a maritime lien exists when a ship or ship's cargo comes into the possession of one who preserves them from the perils of the sea. Members of the crew of a vessel, however, are not entitled to a salvage allowance in salvaging their own ship, since they are obligated by the law and through contract with the vessel's owners to exercise every prudent effort to save the ship and her cargo under any condition. Further she is their charge, and upon her safe conduct their lives depend.

Because of the existence of the maritime lien, when the need for salvage service arises, an agreement containing the conditions by which the owner or master of a vessel in distress accepts the proposed services of a salvor in return for remuneration, should be prepared in writing, signed by both parties, and witnessed.

Under this agreement the salvor should agree to use his best endeavors to salve the vessel, and take her to an agreed place of safety, and to provide all proper mechanical and other assistance and labor. The amount of remuneration in the event of success is definitely fixed, with a proviso that in the event of any objection being afterward raised, or any difference arising between parties, the matter shall be dealt with by arbitration.

Such an agreement in printed form with blank spaces for petinent data and signatures could be carried on all fishing vessels and available to all responsible owners.

Civil salvage, strictly speaking, consists in the preservation of life or property from the dangers of the sea. Civil salvage operations are those under which all non-military type craft are recovered or saved. Generally speaking these operations fall into four classes:, Off-shore Salvage; 2, Rescue Tug Work; 3, Harbor Salvage; and 4, Salvage of Ship's Cargo.

Off-Shore Salvage

The most difficult and costly type of salvage arises out of the necessity for off-shore operations. This is true for when ships, regardless of their size, tonnage or manner of construction or loading, are stranded or sunk in exposed locations, they are subject to continued damages arising out of actual worsening of the elements.

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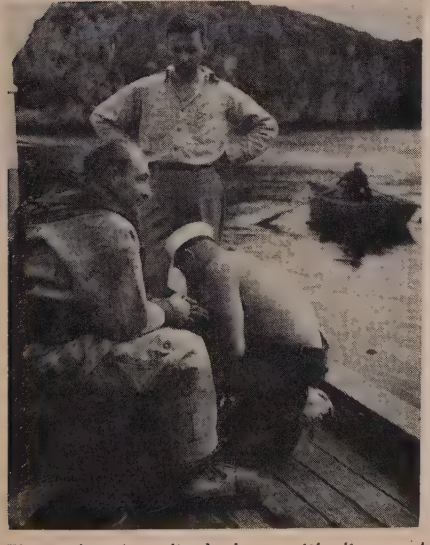
The photographs accompanying this article are by Martin Miller and the author. They are shown basically to illustrate that salvage operations are universal in that they affect both owners and underwriters and include all manner of craft in the air and on the seas.



The author (standing) shown with diver and crew member.

When a ship in an exposed location encounters trouble of one nature or another requiring salvage assistance, such assistance must be provided quickly and it must be adequate to handle the requirements. To furnish this assistance commercial salvage vessels must be available in all localities.

Two classes of salvage vessels are generally required for oll-shore operations. The speedy salvage tug nd cumbersome specially constructed rations. The speedy salvage tug and cumbersome specially constructed ship outfitted with all types of specialized lifting gear, beach gear, for dragging, pumps of all types, air compressors, jacks, pneumatic tools, and electrical generating equipment, as well as welding sets, portable winches, and tools of all varieties in addition to diving equipment.

In addition to all of these they must also carry sufficient supplies of timbers, shorings, plates, pipes and pipe fittings, gaskets and packing materials, canvas, wedges, plugs and countless other items among which might well be a supply of high explosives for certain salvage operations.

Above all, these salvage ships must carry a properly equipped and highly trained complement of personnel to handle and use the gear. These men must be carpenters, pipe fitters, riggers, and generally all around mechanical improvisors and deep sea divers fully aware of the dangers that exist in salvage work. The salvage master responsible for directing such a group of men should be as fully qualified in any of the mechanical trades as are the men he directs.

Generally, when the need for salvage arises, organizations such as insurance underwriters possessing a financial interest in the vessel and/or her cargo, appoint certain salvage experts to witness or oversee the actual operation on their behalf in an effort to protect their interests.

The age-old custom of insurance underwriters allowing as a recoverable part of salvage costs, the fair and reasonable fee of a salvage expert representing the vessel's owners should in all cases be taken advantage of by the owners. This should be done since under no consideration should owners jeopardize the possibility of their financial recovery by relinquishing their responsibilities to any outside expert or representative of an organization whose financial interest in the vessel might not be as complete as the actual owners.

The steam-powered, 500 h.p., PEMEX 14, is the only tugboat between San Diego, California, and Panama. It is berthed at Salina Cruz, Mexico.

By example, consider the case in which a vessel is fully insured but her cargo is not insured. To owners, recovery of cargo as well as the vessel is of prime importance, while to others having only a financial interest in the vessel herself cargo recovery means little. In such a case, experts allowed to operate with a free hand on behalf of persons other than owners might show little concern for cargo recovery and owners' cargo value. On the other hand, if owners have availed themselves of the capable expert advice available to them, their representative will protect their cargo and vessel interest to the fullest amount and owners' financial security is greatly increased.

Owners or owners' duly appointed experts should always direct vessel salvage operations and subsequent repair, always affording underwriters or their experts full advantage of witnessing all operations and allowing examination of all records and all proffered advice by underwriters' experts should be given every consideration.

Independent salvage experts or underwriters' salvage experts should not only possess the mechanical aptitudes of the man who directly supervises the mechanical operation of the salvage equipment but in addition, they must possess technical knowledge of ship's structure, strength, stability, bouyancy and trim, the proper use of compressed air and gases, and should also know something of soils, rocks and sea bottom.

This expert should be thoroughly versed in the principles of salvage. He must be familiar with the value of ships and their cargoes, for to properly represent owners and other interests, at certain times he will be

(Continued on page 22)

Survey of the Domestic Tuna Industry

PART 4

Excerpts from a comprehensive study of all phases of the industry, recently released by the U. S. Department of the Interior, Fish and Wildlife Service.

FIFTY years ago the tuna industry in the United States consisted of one cannery in southern California and a few vessels fishing in nearby waters. This cannery and these vessels created the industry that has made available the canned tuna now so widespread in domestic markets.

Since this inauspicious beginning the domestic pack of canned tuna and tunalike fishes has become more valuable than that of salmon, and more canned tuna is consumed per capita than salmon or any other canned fish. In attaining these premier positions the tuna industry has grown amazingly in size and complexity.

The one time local fishing fleet of small boats has expanded to thousands of fishing craft including the largest, the most expensive, and the farthest ranging fishing vessels in the domestic fleet. The single cannery has grown to over 40 canneries which include the finest examples of mechanized fish processing in the country. They have spread from California to Oregon, Washington, and Hawaii, and to Maine, Massachusetts, Maryland, and South Carolina. Others are projected for Mississippi and Puerto Rico.

Thousands of shoreworkers find year-round employment in the Pacific Coast canneries and other thousands in service industries. Numerous fish plant workers on the Atlantic Coast are finding that tuna canning helps to extend employment while processing based on local fisheries is at a low ebb. The first struggling efforts to create a market for canned tuna have given way to marketing organizations and promotional programs, the achievements of which may be measured best by the top ranking of canned tuna in per capita consumption, and by the frequency with which its desirability blazons forth in every type of advertising media.

Market demand coupled with domestic initiative and foreign competition have made the producing, processing, and marketing segments of the once simple tuna industry so complex that actions which benefit a fisherman may harm a processor, or, as in some cases, what may be to the advantage of one processor is to the disadvantage of another.

"Tunalike" Fishes

Once albacore was the only tuna canned. Now "tuna" includes yellowfin, skipjack, bluefin, and little tuna. And "tunalike" fishes include bonito and yellowtail. Ninety per cent of the domestic catch is taken off the shores of foreign nations and the fishing operation is now subject to varying degrees of foreign control.

Until 1925, the domestic pack consisted only of tuna caught by domestic tuna fishermen. Then frozen whole tuna were imported and processed in domestic canneries, and shortly thereafter foreign canned tuna appeared on the United States market. The proportion of foreign tuna used by domestic canneries varies with their access to the domestic tuna landings.

California packers are so situated that they can utilize both the domestic catch and imported frozen tuna advantageously. Pacific Northwest and Hawaii canners have much more need for frozen imports to round out their packs, while Atlantic Coast processors are almost wholly dependent, at present, on frozen imported tuna.

Importing of tuna, either canned or frozen, has become a significant part of the country's tuna industry. Foreign tuna, in one guise or another, accounted for 33.3% of the available supplies for the domestic market in 1952. And a new phase is just beginning. Importation of frozen cooked tuna loins is under way. When packing these loins a cannery eliminates all labor and processing steps up to the mechanical packing into cans.

Trial shipments of imported frozen cooked tuna in open No. ½ tuna cans have been received recently. This type of import eliminates the need for labor and equipment up to the sealing machine and cooking retorts. Completing the canning process by sealed product is a simple procedure. sealed producti s a simple procedure. It does not require a tuna cannery since the sealing and cooking can be accomplished in the plant of almost any fruit or vegetable packer with the equipment used for the regular products.

Record of Progress

The domestic tuna industry, in all its segments, is a progressive industry as its achievements over the past 50 years readily demonstrate. Its importance to the National interest is borne out by the World War II record of its fishing fleet and by the current statements of Federal agencies with regard to its importance to the National economy.

But when the tuna industry created a desirable product and developed an increasing market for the product, it also created problems. These problems, left unsolved, could reduce the domestic tuna industry, as we know it now, to an insignificant operation insofar as fishing, processing, and a substantial part of the distributing function are concerned.

Undoubtedly all those involved with the domestic tuna industry in any respect agree that its problems should be studied and that attempts to solve the problems in an equitable manner should be made. Outlining the problems is not difficult. Suggesting solutions or methods of attack is much more difficult because of the diversity and conflict of interests.

The more pressing problems follow. They are not necessarily in order of importance nor of priority as to which should be attacked first. They are so interrelated that a decision on one usually affects the others.

Questions and Answers

1. How can the *domestic fishing fleet* continue to operate profitably and supply a fair share of the raw material for the canned tuna consumed in the domestic market when in competition with increasing imports of tuna in various forms?

The share of the market supplied by the domestic fishing fleet has declined with increasing imports and vessels have been forced, at times, to cease fishing for extended periods when their market was oversupplied. Imports of tuna, whether frozen round, frozen cooked loins, frozen cooked in cans, or canned in oil or brine, are directly competitive with the landings of the domestic fleet.

Many units of the fleet are faced with operating unprofitably, ceasing operations, transferring to another type of activity—which is difficult or impossible for most vessels—or transferring to a foreign registry.

2. How can *domestic packers* be assured of adequate raw materials to meet market demands for canned tuna?

Landings of tuna by the domestic fleet currently are not large enough to supply the needs of domestic canners. If additional restrictions were placed on imports of frozen round tuna, or frozen cooked tuna loins, to aid the fishing fleet, and the domestic catch could not be correspondingly increased, many canners would be seriously affected. Most California canners import tuna although most of the domestic tuna is landed there. Pacific Northwest canners require imported tuna because the local catch of albacore is highly variable and never large. Atlantic Coast canners are almost wholly dependent on tuna from foreign sources as the local fisheries are unsure and undeveloped.

Diminished access to imports of frozen round tuna or frozen cooked loins, or an increase in their cost, would require canners to decrease and limit their markets, would increase their operating costs, and could stimulate transfer of canning operations to foreign countries.

3. How can *domestic shore plant workers* be assured of full imployment in canneries utilizing tuna?

Imported frozen round tuna permits increased operation and greater employment since domestic landings of tuna currently are not large enough to supply the needs of domestic canners. If restrictions were placed on imports of frozen round tuna to aid the fishing fleet, and the domestic catch could not be increased to meet the need, cannery operations would be curtailed and shore employment decreased. Imports of frozen cooked tuna loins add to a canner's supply of raw material but eliminate a relatively large number of shoreworkers in the butchering and cleaning operations. Imports of frozen cooked tuna in cans also add to the canner's supply of raw material and

(Continued on page 28)

SARDINES
In Japanese Waters

Several months ago we ran an article entitled "Ups and Downs of Sardine Fisheries," based on Japanese experiences, and didn't have space for a full explanation of these three illustrations which appeared in connection with it.

So we are repeating them here—and for the following information we are indebted to Wm. C. Herrington, special assistant to the Under Secretary of State, Washington, D. C.:

The picture labeled "2-boat purse seines" shows one of the seine boats in the process of hauling the net. These boats operate in pairs, each carrying one-half of the purse seine. In addition, there is the master fishermen in a pilot boat which runs ahead to locate the fish and signals when and where the net is to be set. One or two carriers also operate as part of one fleet.

One of the beach seine pictures shows one stage of hauling the net. The other shows a group gathered preparatory to launching from the beach the boat which will be used for setting the net. The "right" to carry on beach seine fishing on a particular stretch of beach is held by individual villages or sections of villages. The actual operation is carried out by women and children, with a few men. On a bright summer day it takes on something of the nature of an outing, with everyone lending a hand in hauling the net.

Top.—Two-boat purse seines in Tokyo Bay.

Middle.—Beach scene at boat launching.

Bottom.—Hauling net on beach at Katakai.

The GLOBE

An International News File Compiled from FOREIGN REPORTS

Japan.—It appears that the Japanese 1953 quota for canned and frozen tuna exports to the United States has been decided at 36,000 tons of frozen and 1,500,000 cases of canned tuna, according to a Japanese press report. The determination of this quota has been left entirely up to the Japanese Fishery Agency.

Scotland.—New methods of quick-freezing fish at sea developed by the Torry Research Station, Aberdeen, Scotland, are to be tested on a distant-water commercial trawler. The equipment has already been tried on a British Government research vessel.

Panama.—The Inter-American Tropical Tuna Commission has gained a third member through the adherence of Panama to the Convention, signed originally by the United States and Costa Rica in 1949, which established the Commission.

By the terms of the Convention, the Commission is charged with the duty of gathering and interpreting factual information on the tuna and tuna bait fishes of the tropical Eastern Pacific Ocean. The purpose is to maintain the populations of these fishes at levels which will permit maximum utilization year after year without depletion.

Japan.—Japanese exports of fish and marine products to all countries for the first six months of 1953 reached 57,245 metric tons (126,202,000 lbs.) and an estimated export value of US$27,797,000 (4.6 percent of the total value of all exports), the major portion of which represented sales to the United States.

Japanese exports of fresh, frozen, and canned tuna, canned crab meat, and other canned fish to the United States in the first 6 months of 1953 amounted to 73,351,000 pounds with an export value of US$22,522,000. The leading item was frozen tuna —47,266,000 pounds (export value US$8,508,000); followed by canned tuna 9,855,000 pounds (value US$3,453,000), canned crab meat 1,411,000 pounds (value US$3,586,000), and other canned fish 14,819,000 pounds (value US$6,975,000).

Norway.—Only about 600 metric tons of tuna had been landed in Norway at last reports, or about one tenth as much as at the same time in 1952, according to a Norwegian trade paper. The quality of the fish landed was good and sales contracts were being sought in the United States and in Italy.

Panama.—The Panamanian Government has granted permission to the Costa Rican Government to take from Panamian jurisdictional waters a quantity of tuna bait (carnada de atum) for transplanting in Costa Rican waters. The project will be under the direction of scientists from the Inter-American Tropical Tuna Commission. First were two boatloads of tuna bait for transplanting to the Costa Rican Gulf of Nicoya.

Colombia.—The first fish cannery in this country, not yet completed, recently received the first fishing vessel from Sweden where it was constructed according to the specifications of the Colombian firm. The Swedish crew which brought the vessel across the Atlantic will remain in Colombia for some years under contract to the firm and will train Colombian personnel to operate this vessel and others to follow.

Colombia's first fish cannery, situated in the Pacific port of Buenaventura, is expected to be completed by the end of 1953 at a cost of 5 million pesos (US$2 million). The cannery is operated with all-Colombian capital. It is expected that several types of fish found in the Pacific coastal waters will be canned on a commercial basis once the plant begins to operate.

Panama.—During 1952 a total of 4,527,000 pounds of fish and shellfish, with a value of $1,051,999, was taken from the Gulf of Panama (Pacific side) as revealed by official data. This compares with a 1951 total of 1,892,075 pounds, valued at $373,100.

South Africa.—Approximately 300,000 cases (48 1-pound cans) of canned pilchard and jack mackerel (maasbankers) have been sold for delivery to the United States, reports U.S. Consular Dispatch from Cape Town.

These purchases of canned fish are to be used primarily by United States firms to maintain their positions in various world markets, since the disappearance of the California sardine resources.

South African fish canners are also taking an interest in the Philippine market where the absence of California sardines has created a strong demand for the South African product.

Spain.—For the first time there has been a shipment of frozen shrimp from Spain to the United States, reports the U.S. Consulate at Seville . . . Five tons went to a Puerto Rico firm for reshipment to the Continental United States. It is predicted that such shipments will become an important item in future trade. Negotiations are now under way to supply large quantities of shrimp from the new freezing plant at Cadiz.

PROGRESS & PRODUCTION

Parke Expands Marina

Merle B. Parke, president of Sun Harbor Marina, Ltd., San Diego boat brokers and slip rental concern, announced last month acquisition of the adjoining Silver Fleet Landing, in Point Loma. With these additional facilities, Sun Harbor Marina will be able to provide slips for approximately 150 boats, ranging in length up to 110 feet. The new facilities will also undergo extensive remodeling in the near future, Parke said.

In addition to the sale of boats and slip rentals, Sun Harbor Marina has the dealership for Chrysler and Kermath marine engines, McClurg marine batteries, and Engine Life lube and fuel oil filters. Beginning next spring, Parke says, Sun Harbor Marina will install a full line of outboard motors, outboard motor boats, and one or more lines of new inboard speed boats and cruisers.

Sperry Steering System

Development of a new electro-hydraulic steering system for ships of any size has been announced by the Sperry Gyroscope Co., Great Neck, N. Y.

"The new system is the first to combine the unerring 'magnetic brains' of proven automatic control systems with mass-produced hydraulic components well known throughout heavy industry," said R. E. Erbentraut, Sperry manager of marine sales. He indicated this factor alone can save ship builders as much as 20 to 30 per cent in steering gear costs.

Giant Fish to Ike

One of the largest halibut ever caught off the coast of Washington state was presented to the nation's First Family by the nation's fishing industry.

President Eisenhower accepted the huge, 200-pound fish from Rep. Thor C. Tollefson, chairman of the fisheries subcommittee of the House Merchant Marine and Fisheries Committee and Robert M. Meehan, who represented the National Fisheries Institute. Brought to the White House in a truck, the seven-foot underseas giant was strung up on a block-and-tackle for President Eisenhower's inspection.

Expansion at Cummins

Steel erection for a building to house a new 300 foot, completely air-conditioned, high-speed assembly line is now in progress at Cummins Engine Company, Inc., Columbus, Indiana. The building will have three floors—a modern conveyorized assembly line on the first floor, while the upper two will provide office space.

This plant expansion is part of a $7,000,000 program now under way at Cummins. The new conveyor line for the final assembly of Cummins Diesels is located in a separate area; is air-conditioned by an 80-ton unit; and is completely dirt and dust proof.

Skidoo, Starfish!

"Operation Starmop" is over, and nearly 12 tons of starfish on the long outer breakwater of Los Angeles harbor fell to a victorious army of more than 250 skin divers.

The five-hour campaign was inspired by the California Department of Fish and Game. Sportsmen from member clubs of the Council of Skin Divers volunteered their services.

The rapidly multiplying starfish, whose suction cup arms can pull open the most determined mollusk, were becoming a serious threat to the big barrier's shellfish population. Hook and line fishermen were feeling the squeeze too, as perch and kelp bass were visiting the breakwater less frequently with disappearance of mussels and other food.

Among the thousands of starfish brought up by the goggle and swim-fin clan on a recent Sunday were some measuring 30 inches. A ton of the five-pointers was sent to an experimental processor to see if fish meal could be made of the now valueless pest.

New House Organ

Vol. 1, No. 1 of a new house organ called "Avondale Salutes" is printed in colors and filled with interesting information. Prepared by Whitlock-Swigart advertising agency for their client, Avondale Marine Ways, Inc., P.O. Box 1030, New Orleans 8, La. Free upon request.

"The Sea Around Us"

The motion picture built around Rachel Carson's book, "The Sea Around Us," gives the public a highly dramatic story of the sea and the creatures that live in the sea. It is worthwhile promotion for the fishing industry. One of the great accomplishments of Miss Carson's book is that she took a highly technical subject and made it interesting to the layman. To that end she has rendered a distinguished service to our industry.

The motion picture dramatizes the beginning of the Earth, and then goes on to tell about sponges, whales, salmon, seals, and a host of other denizens of the deep. Make it a point to see this picture. We think that after seeing the movie you will want to read the book, if you haven't already done so.

Harnischfeger Appointment

The Harnischfeger Corporation announces the appointment of Frank C. Edwards as general manager of the P&H Diesel Engine Division in Crystal Lake. His entire business career has been spent with Harnischfeger, progressing through a number of different capacities since he began in the company's Milwaukee shops in 1925.

Sardines for Oranges

An Associated Press dispatch from London has interest for fishermen:

"Dollar-short Britain got its first California oranges in 14 years today —but they came from Germany and were paid for in sardines.

"It happened this way:

"The food ministry, which still keeps a tight hold on most things that Britons eat, had a few thousand spare tins of sardines it wanted to get rid of. It sold the fish to a firm of British exporters, who sent them to Germany, got the oranges in exchange, and imported them to Britain."

Beyond the question of sardines, we wonder how Germany got such a surplus of California oranges that they could be traded for other commodities!

TIDES OF THE INDUSTRY

Woolsey's 100th Year

Climaxing a year long celebration of its 100th Year in Business, the C. A. Woolsey Paint & Color Co. gathered its sales personnel from throughout the country for a 3-day sales conference in New York City.

The company's living trade mark, "Minnie the Mermaid" for 1954, was selected from a group of 50 applicants. The mermaid will appear in all Woolsey advertising as well as at the National Motorboat Show in January.

Refrigerator Exposition

Many food industry executives are expected to attend the Refrigeration & Air Conditioning Exposition in Cleveland, November 9-12, at the Public Auditorium. Says George E. Mills, show director: "There have been so many improvements in refrigeration and air conditioning in recent years that it has become imperative for food industry executives to know more about the field." Mr. Mills declared, "From the standpoint of processing, as well as marketing, temperature and humidity control have become all-important factors. Spoilage and shrinkage have been markedly reduced in processing and storage, while cold storage and quick freezing methods are undergoing constant change."

Great Lakes Parasite

A deadly struggle between man and nature, with a prize amounting to $6 million a year going to the winner, is currently being fought on the Great Lakes.

In one corner are the scientists and technicians from the U.S. Fish and Wildlife Service, seconded by conservation officials from several midwestern states. Opposing them is the sinister sea lamprey, an eel-like marine parasite, which has demoralized the Great Lakes commercial fishing industry by its savage attacks upon lake trout, whitefish, chubs, and other edible species.

After mechanical traps and weirs had been constructed and tested, attention was focused on electromechanical methods of control. Additional efforts are being made in this direction.

Tag Day for Tuna

Over 800 new-type tuna tags, handlettered by handicapped workers of Goodwill Industries in Los Angeles, were fastened to the backs of albacore and other tuna species during a recent three-week cruise of the California Department of Fish and Game research vessel *N. B. Scofield.*

The new tags are of the plastic tube type whose effectiveness was made famous this summer by a California-tagged tuna which crossed the Pacific and was caught by a fisherman off Japan.

Most of the Scofield's tagging was done near Guadalupe Island, off the coast of Baja California. Tags recovered later and returned by fishermen will help researchers measure the size of the ocean's tuna population, and will give valuable data on the growth and habits of California's most valuable commercial fish.

Experiments were also made during the cruise to find better ways of handling the temperamental albacore, which goes into violent death throes if not tagged and thrown back in the ocean within 20 to 30 seconds after landing. To gain more tagging time, researchers tried running salt water over the big fish while putting the tag on. This system works successfully with salmon, but got nowhere with the touchy albacore. Holding a hand over the fish's eyes, to shield them from the shock of sunlight, remains the most promising approach that shows results.

Radiomarine Alarm Keyer

The Federal Communications Commission has granted approval to the Radiomarine Corporation of America on its new Alarm Signal Keyer, Model AR-6862. The device is used for transmission of the international alarm signal and distress signal.

It is designed for use within the existing type of lifeboat equipment and for use with any other type of equipment having similar operating requirements. In addition, it complies with the Rules and Regulations of the International Radio Conference and the Safety of Life at Sea Convention.

Power Megaphone

A new power megaphone, the Commander, which extends the voice range by hundreds of yards through electronic high-clarity amplification, has been developed for commercial marine use by the National Service Sales Corporation, 381 Fourth Avenue, New York City.

An all-in-one unit with no external battery or wires, the new Commander megaphone is important safety gear for every type of craft. It is light enough and small enough for constant use on the water as it weighs only 2¾ pounds and measures 15 inches in length by 9½ inches at the horn mouth.

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NEW PROPOSALS FOR

International Regulations

OF FISHERIES

A FINAL draft of articles covering the basic aspect of the International regulation of fisheries has been submitted for action at the present session of the General Assembly by the International Law Commission of the United Nations.

The U.N. appointed the Commission several years ago to look into the possibility of codifying international law in certain fields, including the high seas.

Draft articles covering the continental shelf and the contiguous zone, as well as fishery resources of the high seas, have been submitted to the U.N. General Assembly by the Commission, with recommendations for adoption.

Because of its importance to the U.S. fishing industry, here are the three main draft articles on fisheries:

Fishery Resources

Article 1. A State whose nationals are engaged in fishing in any area of the high seas where the nationals of other States are not thus engaged, may regulate and control fishing activities in such areas for the purpose of protecting fisheries against waste or extermination. If the nationals of two or more States are engaged in fishing in any area of the high seas, the States concerned shall prescribe the necessary measures by agreement. If, subsequent to the adoption of such measures, nationals of other States engage in fishing in the area and those States do not accept the measures adopted, the question shall, at the request of one of the interested parties, be referred to the international body envisaged in article 3.

Article 2. In any area situated within one hundred miles from the territorial sea, the coastal State or States are entitled to take part on an equal footing in any system of regulation, even though their nationals do not carry on fishing in the area.

Article 3. States shall be under a duty to accept, as binding upon their nationals any system of regulation of fisheries in any area of the high seas which an international authority, to be created within the framework of the United Nations, shall prescribe as being essential for the purpose of protecting the fishing resources of that area against waste or extermination. Such international authority shall act at the request of any interested State.

The Continental Shelf

As used in these Articles, the term "continental shelf" refers to the sea bed and subsoil of the submarine areas contiguous to the coast, but outside the area of the territorial sea, to a depth of two hundred meters. The coastal State exercises over the continental shelf sovereign rights for the purpose of exploring and exploiting its natural resources.

The exploration of the continental shelf and the exploitation of its natural resources must not result in any unjustifiable interference with navigation, fishing or fish production.

The Commission decided after considerable discussion, to retain the term "natural resources" as distinguished from the more limited term "mineral resources." In its previous draft the Commission considered only mineral resources, but now proposes to broaden this to include the products of sedentary fisheries, in particular to the extent that they were "natural resources" permanently attached to the bed of the sea. It is clearly understood, however, that the rights in question do not cover so-called bottom-fish and other fish which, although living in the sea, occasionally have their habitat at the bottom of the sea or are bred there.

The United States Department of State is now formulating, with the aid of various fishery interests, a position concerning these proposals which will be stated during debate at the General Assembly of the United Nations, probably during the next month or two. *

Shrimp Off Brazil

The Department of State, through W. C. Herrington's office, has made available this dispatch from the U.S. Embassy in Rio de Janeiro, Brazil:

"Production of shrimp in Brazil up to the present time has been relatively small, but the supplies in coastal waters could enable a substantial output for export as well as for greater domestic consumption. The chief requirements appear to be skilled management, the investment of capital in trawlers and in facilities for handling and processing.

"Shrimp are reported abundant along most of Brazil's coast. The present catch is made largely by small operators in the inshore waters near the larger cities, being sold on the local fresh markets. Commercial interest now is growing, however, in fishing the more distant localities to provide frozen shrimp both for the large Brazilian cities and for export.

"The area now obtaining most consideration is the northern coast from the mouth of the Amazon river to Recife. Fishery officials of the Ministry of Agriculture claim that supplies of inshore shrimp are available in this area throughout the year, and that offshore waters yield heavy catches of large-size shrimp during the months of June through September. Exploratory work to obtain information on the latter apparently is being contemplated by certain United States interests.

"Officials of the Brazilian government appear favorably inclined towards expanded fishing operations both by Brazilian and foreign capital. They believe that costs of seafood for Brazilian consumers, now at a high level compared to the relatively abundant resources, can be reduced substantially and that badly needed foreign exchange can be derived through use of modern fishing vessels and freezing facilities."

Kauffman to Baker

V. E. Kauffman, well known refrigeration engineer, has been elected vice president and placed in charge of the Industrial Refrigeration Division of Baker Engineering Corporation, it has just been announced by President Charles E. Hollingsworth.

Mr. Kauffman brings with him a wide and varied experience, having spent more than 30 years in the refrigeration industry.

Canned Outlook Good

A good outlook for the canned foods industry is forecast by the head of that industry's trade association, Louis Ratzesberger, Jr., of Hoopeston, Ill.

He said that consumer demand for canned foods is high and their prices low—and expected to level off further—and that the canning industry will find itself in an excellent position during the coming year.

Mr. Ratzesberger, president of the National Canners Association, in a recent convention talk said that canners are alert to finding new uses and new customers for their products.

He termed the rise in consumption of canned tuna and processed fruit juices "spectacular" and said these are outstanding examples of expanding businesses through good merchandising methods without government subsidy methods and handouts.

Atlantic Tuna Explorations

The Schooner *Marjorie Parker* has completed the final cruise of FWS's 1953 Gulf of Maine bluefin tuna exploration.

In late September, exploratory fishing and gear testing were conducted off the southeastern coast of Nova Scotia, on Browns Bank and in the "Gully" between Browns and Georges Banks. Only six bluefin tuna were captured on the long lines, and one tuna was caught on the surface trolling gear. No schooling tuna were sighted in this area.

In October operations were carried out in the vicinity of Cashe Ledge, from 60 to 70 miles southeast of Portland Lightship, and in the South Channel 40 miles east-southeast of Pollock Rip Lightship. No tuna schools were observed near Cashe Ledge, and fishing results were negative.

On the morning of October 10, within a space of three hours, four schools of tuna were sighted in South Channel. The fish were traveling fast and appeared to be feeding on small herring and other unidentified species which were observed in the water. Long-line sets failed to produce tuna, although the gear was set directly in the path of the schooling fish. One school, estimated to comprise about 100 tuna in the 30-45 pound class, was chummed alongside the boat, but hand-line fishing was unsuccessful.

Service Director John L. Farley pointed out that although the tuna catches this year were generally poor and far below those of the first two year's exploration, it does not necessarily mean that the run of New England tuna was smaller than average. This year's exploration was delayed until July 15, due to budget uncertainties, and a large early run of tuna was completely missed.

Harbor Termites

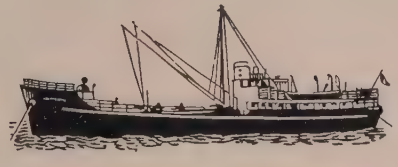
Chomping its way through a goodly percentage of the millions of wood pilings in harbors throughout the world each year is a tiny crustacean that acts like a land-locked termite.

Limnoria tripunuctata, about 1/10 of an inch long, eats his weight in wood once a week, according to C. M. Wakeman, testing engineer for the Los Angeles Harbor Department, and the sea termite usually gathers into colonies numbering 200,000 population.

Nothing stops him . . . except pollution or "dirty" water . . . and he just gnaws happily along. However, the L.A. Harbor Department carries out periodic submarine inspections of pilings by Deep Sea Diver Charles Isbell, of Wilmington—the only port in the world to do so, they report. Also, there is a constant research program—scientists test different woods, chemical preservatives, etc.

CIA. MARITIMA,

INDUSTRIAL y MERCANTIL, S.A.



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When fish no longer take the jog being trolled slowly behind the boat, new tactics are discussed by Fred Fair (right) and skipper John Hill. Mr. Fair is holding a live bait hook which differs from the jog in being featherless and a small live bait is impaled on the hook itself. For live-bait fishing the boat remains stationary and the surface of the water is hosed to create ripples to attract fish. Australian official photograph by J. Fitzpatrick.

Prospects for TUNA In Australia

By JAMES FITZPATRICK

FISHING for tuna may one day make a substantial contribution to food production in Australia. The industry has made a good beginning on a small scale. With adequate finance and suitable labor, it could be considerably larger and thus more profitable.

Australia needs to produce more food. By an active immigration program and natural increase, the population is growing at the rate of about three per cent every year.

An expected Australian population of 11,000,000 by 1960, consuming at the 1951-52 rate, will need at least another 45,000,000 pounds of fish yearly. Although Australians are traditionally meat eaters, food habits may change, and among the thousands of migrants are many whose customary diet includes a large amount of fish.

Inshore fishing is already being exploited almost to capacity in south-eastern Australia, the most densely populated area. Any substantial increase in the fish take must come from pelagic, or open-sea, fishing. Tuna represents the most likely source.

Tuna exists in commercial quantities in the waters of south-east Australia and off the north-west of West Australia. Fish suitable for bait are also abundant in those areas. Later investigations may show that tuna can be fished off several other parts of the coastline. The types found in Australian seas compare favorably with those of west coast waters of the United States.

Early attempts at tuna fishing in Australia were by trolling with improvised equipment. The catch was assured of a market by the fixed price offered by canneries at Eden and Narooma on the south coast of New South Wales. But the catch was new, and few fishermen were interested.

In the summer of 1949-50 the overseas tuna clipper Senibua, under the direction of Australia's Commonwealth Division of Fisheries, landed nearly 250,000 lbs. of fish after operating for 140 days, of which only 70 were actual fishing days. Local men were impressed by the catch and by the pole fishing methods used. Some boats from Eden were fitted with live-bait tanks and pole fishing gear, but the full benefits of pole fishing could not be obtained because the boats were unsuitable.

An American businessman now residing in Australia had enough faith in the future of the industry to order from shipbuilders locally a tuna clipper which he named Fair Venture. Though only a small edition of the clippers which operate so successfully off the coasts of the Americas, it is a start in the direction of providing the necessary equipment for exploiting a potentially-rich industry.

Fair Venture is only 40 feet long, but good planning produced an efficient small clipper. The foredeck is raised to provide headroom in the forecastle and engine room. The wheelhouse, over the engine room, is well appointed and comfortable.

She is powered by a 60 h.p. diesel and has an 8 h.p. auxiliary engine to generate light and drive pumps for circulating water through the live-bait tanks. Bait is caught with a lampara net, operated from two small boats.

Fair Venture has been in commission only a short time, but she has already made some good catches and given some indication of what could be done with bigger boats and a more highly-organized set-up.

Much development work must still be done. A great deal of capital will be needed to build suitable boats and to extend the shore facilities of storage and canning. But the prospects for Australian tuna fishing appear to be excellent if men of initiative can find money to establish the industry on a worth while scale. *

Looking for Business?

Then Read This . . .

★ Last year California fishermen led the nation by landing 1.3 billion pounds of fish and shellfish, valued at $81,605,112 to the fishermen.

—Report No. 393, Fish and Wildlife Service
United States Department of the Interior

The above 81½ million dollars, after processing and passing the fish through trade channels to consumers, is estimated at more than 250 million dollars total valuation . . . most of which was the tuna and tunalike fishes of Southern California ports which are covered by this magazine most completely.

California Produces More Than One-Third of the Annual Seafood Catch of the U.S.

*

This is the only commercial fishing magazine published in the State of California . . .

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PAN AMERICAN fisherman

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"Business Magazine of the West Coast Fisheries"

ORANGE • CALIFORNIA

Salvage Operations

(Continued from page 11)

called upon to decide whether a ship offers a sufficient salved value to warrant the expense and risk involved in the salvage operation.

A salvage expert must therefore have the background of experience and be capable of rendering accurate, rapid decisions, for once at the scene of an accident he will not have time for surveys or lengthy consideration of a probable plan of action.

Considering the waters in which the Southern California tuna fishing fleet operates, the type of vessel equipment outlined above is very conspicuous by its absence.

Good salvage equipment exists in the Los Angeles area as well as the San Francisco area, and there is some gear available in Panama, but the wide expanse of coast embracing Mexico and the Central American countries offers no suitable salvage equipment to handle ships such as the tuna clippers and therefore it should be highly desirous on the part of clipper owners and also to insurance underwriters because of their financial interest in these vessels that the vessels' masters and engineers possess fundamental knowledge of salvage technique and basic mechanical and technical ability required to apply it.

The extra hazardous operation conducted by these tuna fishermen in operating in close quarters on the bait grounds, etc., adds an additional peril which the normal coastwise operating or high seas steamer or freighter is not subjected to. The added hazard also results in greater insurance premiums being paid by owners. The hazard cannot be eliminated, but accidents can be prevented, thereby reducing insurance cost.

Because of the added risk involved in the fishing operation, the vessels' officers and crews should be highly trained in all methods of preventing accidents. The necessity for this type training and ability on the part of the crews is stressed by the lack of proper salvage equipment in the general area where these vessels operate.

Rescue Tug Work

This phase of salvage is involved in the towing of disabled ships that have successfully remained afloat until the required towing equipment has been able to reach them.

In the majority of cases professional or expert assistance is not needed by the commercial towing company's boat crew who undertake this type of work unless the ship in distress is so heavily damaged as to require major emergency repair to be maintained afloat and to afford sufficient strength to withstand the salvage operation. Further, the U. S. Coast Guard offers capable and commendable rescue tug assistance to disabled vessels in U. S. waters where commercial tugs are not immediately available.

Harbor Salvage

Of all types of salvage activity harbor work affords the salvage engineer the least problems. Regardless of the immediate conditions of weather, etc., the confined waters of any harbor are not generally too hazardous for some diving and other underwater and surface operations.

Vessels sunk in open harbor waters or in a channel present the necessity for immediate removal in order to keep the channel open and this type work must all be done from floating equipment. On the other hand, vessels of the size of tuna clippers sunk alongside of docks or bulkheads, whether of steel or wooden construction, and whether fully loaded or empty, should not offer a major problem requiring extensive equipment since in such cases it is not essential that the operation be conducted entirely from floating equipment and every advantage of the pier, bulkhead or shore should be used.

Readily constructed heavy shoreside A-frames and lifting booms or cluster dolphins and bridging trusses capable of raising any vessel in the Southern California tuna fleet can be hurriedly and inexpensively built and operated. Such improvised shoreside lifting equipment immediately put in operation can readily and easily raise vessels of the tuna clipper type to a point where the weather deck is free of water and pumping and cargo removal operations can be handled safely with the strain on the lifting equipment decreasing until the vessel is entirely afloat.

It is conservatively estimated that to raise the largest of the tuna clippers under such conditions should not require driving more than four ten-pile dolphins, the fabrication and installation of four lifting trusses, together with divers, gear and other labor equipment considered necessary to accomplish the salvage within the optimum period established on at least six previous salvage jobs in San Diego harbor.

While actual salvage costs are generally confidential, such costs and/or estimates of prospective costs are readily available either from experienced marine salvage engineers or from quotations from salvage experts who supply salvage equipment. Where an owner fails to accept his full responsibility and to avail himself of these estimates and/or definite established figures on any salvage job, he also fails to protect himself and his underwriters from extremely high salvage operation costs, and when these costs are greatly out of proportion the owners face the probability of eventually having to bear those costs in increased insurance rates.

It is sometimes necessary to remove a vessel's cargo in order to facilitate the raising or handling of the vessel herself during salvage operations. This condition exists when a vessel has sunk in a harbor in a position where floating equipment must be called on to handle the entire salvage operation and then only when the floating equipment is incapable of lifting the entire dead weight of the vessel and cargo combined.

It is generally not required to unload cargo from a vessel sunk alongside docks or bulkheads, however, since unlimited lifting forces can be applied at such areas, particularly as regards the tuna class vessels which are comparably small in relation to other ship types previously salvaged by hoisting.

Generally speaking, it is not necessary to unload buoyant cargo because basically it seeks its own release and attempts to rise of its own bouyant nature. Cargo salvage, although presenting serious and dangerous hazards to the divers operating within a sunken ship, can only be successful when the cargo itself is of an imperishable nature when subjected to water contact.

Most food products which are attempted to be salvaged from a sunken vessel are contaminated by the oil in the water and by the water itself and consequently this type of salvage should not be attempted if it is at all possible to raise the vessel prior to opening of sealed compartments in order to save the cargo value. Food products carried in compartments already flooded, however, are generally damaged in any event and should be disposed of.

(To be concluded next month)

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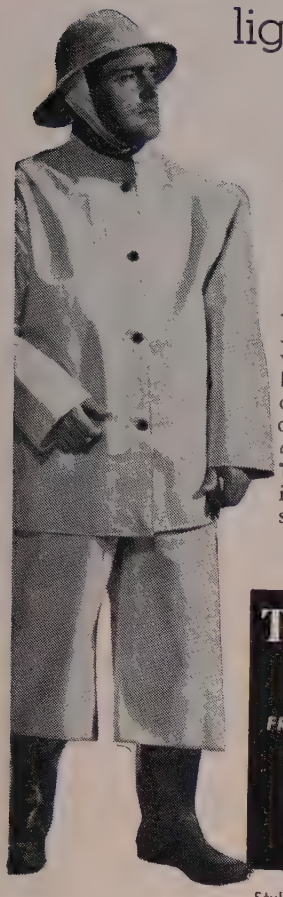

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State of California)
County of Orange) ss.

Before me, a notary public in and for the State and county aforesaid, personally appeared Briant Sando, who having been duly sworn according to law, deposes and says that he is the publisher of Pan American Fisherman and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933 and July 2, 1946, embodied in section 537, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, and business managers are: Pub-Manager, Briant Sando, Orange Savings Bank lisher, Briant Sando; Editor, Robert K. Lawson: Business Manager, Briant Sando, Orange Savings Bank Bldg., Orange, Calif.

2. That the owners are: Briant Sando and Anne M. Sando, 845 N. Glassell St., Orange, Calif.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustees is acting, is given; also the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds or other securities than as so stated by him.

BRIANT SANDO, Publisher

Sworn to and subscribed before me this 29th day of September, 1953.

Clyde Newton, Notary Public
(My commission expires January 22, 1955)

Tuna Fishery in Somalia

A team of Food and Agriculture Organization (FAO) experts demonstrated bait fishing for tuna in the Gulf of Aden with the use of a California tuna vessel—*New Hope,* equipped with radio, direction finder, photoelectric pilot, Diesel engine, refrigeration, bait tank, and facilities for several kinds of fishing.

The operation of the vessel was part of a survey to develop Somalia's fishery resources and production in the Gulf of Aden. The survey revealed that only the fringe of a large tuna population was being exploited by fishermen from Somalia.

Already one cannery in Somalia has asked for guidance in installing a bait tank on one of the vessels next season, and the *New Hope's* successful bait-catching technique probably will be emulated all along the coast.

At times, when the tuna are feeding near the surface, trolling is an important means of taking them. Using the technique of multiple trolling, with the help of long "tangon" poles, seven or more lines may be used at a time. Somalia wants FAO experts to return next season, when the yellowfin tuna, very scarce this season, may appear in quantity.

Saipan Catch

W. C. Neville at the Embassy in Tokyo reported recently on the progress of the *Saipan* mothership expedition for tuna. This vessel, purchased from a United States firm earlier in the year, is on her first Japanese tuna operations:

"The tuna fleet led by the mothership *Saipan* (3,000 gross tons) is now operating in the region of the Gilbert Islands. This fleet has 6 small deck-loaded catchers (averaging 2 gross tons) and 7 larger catchers (100 gross-ton class). The catch is reported equal to production estimated at the time the fleet was organized. As of mid-September, the catch amounted to approximately 170,000 kan, of which 100,000 is yellowfin, 10,000 albacore, and the remainder other tunas and sharks. A small Japanese carrier is rendezvousing with the *Saipan* to transfer the catch from the mothership for transport to Japan. The *Saipan* and her catchers will continue fishing until the middle of October, it will return to Japan in early November. Most of the fish is earmarked for export as frozen tuna."

3 IMPORTANT Features

In Our
DECEMBER 1953
Issue

Commemorating Three Big Events . . .

1 The 50th Anniversary—the Golden Jubilee—of tuna canning and the establishment of tuna as an important food industry on the West Coast.

2 The year 1953 marks the canning of the 100 millionth case of tuna in California, and each of the 48 state governors will be sent a case of canned tuna to publicize the event on a nation-wide basis.

3 National Tuna Week—an annual promotion that arouses interest all along the line from the tuna fleets, through the processors and handlers, to the consuming public.

★

ADVERTISERS: Tie into this Year-End Special with extra space, as this issue will have extra interest, longer life, and increased circulation. Send your space reservation now!

Pan American Fisherman

"Business Magazine of the West Coast Fisheries"

ORANGE • CALIFORNIA

(Continued from page 8)

in an investigation of tariffs for groundfish fillets requested by New England fishermen.

The domestic fishermen faced powerful opposition in the increasingly powerful American Seafood Distributors Association, an importers' and distributors' organization with more than 120 members. They opposed the tariffs.

This was the second try for the New England fishermen who lost in a previous investigation when the Commission decided there were no grounds for action. Outcome of the hearings is still anybody's guess.

--o--

PERISHABLE SHIPPERS MEET.--More than 55 representatives of the perishable shippers' industry, including National Fisheries Institute spokesmen, met here last month in closed meeting to discuss strategy in opposing the railroads' recent petition for an increase in protective service fees averaging about 31 per cent.

As we go to press, Interstate Commerce Commission is still mum on whether it will undertake an investigation of the railroads' costs in providing such protective services as icing, salting, refrigeration, etc. Carriers hold their costs are up so high, rate increases for this service of about 31 per cent would be necessary to enable them to make profit. They would rather have the increases but if they can't, they want the investigation.

While the carriers asked for the increase, they offered no data in their petition to support their claim of cost increases. Observers here feel that public announcement by the Commission is being held up because ICC doesn't want to undertake such a long and expensive investigation on its present small budget. At the same time, it can hardly grant a rate increase unsupported by the carrier's petition.

Other marketing factors being equal, increased service charges would mean higher consumer prices for fish--and presumably weakened demand.

--o--

SHORT SARDINE PACK.--Fish and Wildlife Service here reports a continued scarcity of sardines means the Maine sardine industry is likely to end its 1953 opeations on December 1 with a seriously short pack.

Total pack predicted is less than 2,000,000 cases. Coupled with the comparatively small carryover from the 1952 pack, this means less sardines in the market.

--o--

NEW BOAT EXHIBITION.--Food and Agriculture Organization here announces the second session of its new style congress for world fishing boats will be held in Miami, November 16-20.

Purpose of the meeting is to show and discuss new and improved types of fishing equipment from winches and gear to power units and improved fishing craft. The coming session will feature types from all over the world. First session was held in Paris, October 12-16.

CRAYFISH BY ANY OTHER NAME.--What's in a name? Well--money, for example. South Africa's tasty crayfish will henceforth be called "rock lobsters" by official act of the South African Parliament, according to our cable news ticker. It hasn't been official up to now; it's part of a new drive to step up exports.

--o--

TRIP-LEASE CHANGES.--Traffic representatives for shippers of perishables, including fish, feel their hand may be strengthened by the recent public admission of Senator John W. Bricker (R., O.) that a Columbus, O., law firm receiving legal fees from the Pennsylvania Railroad still cuts the Senator in on its profits, though he is now Chairman of the Senate Interstate Commerce Commission.

Senator Bricker is a strong opponent of the trip-lease legislation. The bill would block ICC's request for leasing changes tending to divert shipment of perishables to the railroads. If ICC were to get its way, regulated truckers would be required to lease exempt haulers for not less than 30 days.

Upshot would mean reduction in return loads for the exempt, unregulated hauler, perhaps driving him out of business.

Tariff men for perishable shippers feel that after the Bricker disclosure he might want to bend over backwards to avoid any appearance of being overzealous on behalf of railroads as against trucks.

Senator Bricker says the law-firm arrangement is stictly honest; says the Pennsylvania account is kept separate from his firm. The firm has been paying him $11,500 annually from the profits. He has done no work for the firm since 1947, but says, "I'm entitled to remuneration. The firm uses my library and office furnishings."

--o--

FISH OIL EXTRACTION.--A British firm has developed a new process for extracting fish and fish-liver oils, according to the British fishing magazine, World Fishing.

The new method is known as the Chayen cold-rendering process, named after its chief inventor. It dispenses with heat, which up till now has been necessary in some form in all rendering processes, thus eliminating much wastage and degradation of products due to heat.

The process is based on the principle of impulse rendering, which consists in passing the raw material, suitably cut up and suspended in a continuous stream of cold water, through a vessel in which the water is subjected to mechanical impulses of high speed and frequency. This has the effect of shattering the cell walls and instantly removing their oil or fat content.

For fish and fish-liver oils, the apparatus is said to be clean and compact, and the resulting product is of very high purity.

The potential of such a process for use aboard trawlers and fish factoryships is clear, especially in view of the fact that sea water can be used to feed the machine.

Albacore History

COMMERCIAL fishermen along both the Pacific and Atlantic coasts of North America know the albacore as a dynamic, living food and game fish. Landlubbers probably do not know it at all except that they may eat it as tuna. If they do, it will probably be premium-priced tuna since albacore meat is the whitest and highest priced of all the group to which it belongs, says E. Laurence Palmer of the National Wildlife Federation of Washington, D. C.

While the albacore is to be found as far north as Massachusetts, particularly in the summer months, it is not by any means an abundant fish except at times off the Florida Keys.

The albacore in the Pacific has been the basis of much industry. It provided the basis of the tuna-packing industry of southern California and helped to establish a market so stable that it became profitable to extend the packing to some of albacore's relatives—tuna and tuna-like fishes. Catches of albacore originally were made from Lower California over to Japan in the warmer waters. taken in California waters but the taken. in California waters but the tuna-packing industry is a sound business proposition.

Albacores reach a maximum weight of around 80 pounds though some authorities claim this figure is too high. The fish is dark blue above shading down the sides into a dusky color and on to the under parts that are silvery. The largest recorded albacore taken with a rod and reel is 66 pounds. The albacore flesh, firm and white, is delicious when baked or cut into steaks for broiling.

Albacores prey on schools of small fishes such as the herring and sardines. They move erratically about in the seas and while they may be considered as abundant at a given time and place, they often are scarce and seasonal. They are smaller than their close relatives, the bluefin tuna and the yellowfin tuna.

The color of the fins in this group of fishes seems to be used as a superficial means of distinguishing one kind from another. In the albacore, the main fins to the fore (pectorals) are black. The other paired fins (pelvic) are dusky as is the second fin on

Albacore
©1952 National Wildlife Federation

the back. The single fin below and to the rear (anal) is more or less colorless.

Young albacores show a half dozen bands that are irregular and run more or less parallel to the median line that runs down the sides. In an adult albacore, the tip of the pectoral fins may reach farther back than the base of the anal fin. In young albacores the tip of the pectoral fins may not reach back to the starting point of the anal fin.

The annual commercial take of albacores may exceed 9,000 tons, but without management it is doubted by some if this yield can be maintained sufficiently to meet the demand for the fish as food. It is in part with problems of maintaining an ideal population of wildlife species, particularly the useful forms, that the National Wildlife Federation is concerned. No one can doubt that the albacore is one of the finest of our marine fishes and as such is worthy of the most intelligent management of which we are capable.

Good for Sportfishing, Too

From the standpoint of the sportfishing a recent article in "Sunset" magazine said that August is a banner month for the albacore fishermen, for this is the month when those long-finned migrating tuna move up from Baja California waters to Southern California's offshore banks.

A "blue-water" fish, the albacore never approaches the shoreline kelp beds where so many other species secure their food. Their migrations run in cycles; some years the fishing is dull and other years quite productive. The albacore's feeding habits are equally unpredictable—disinterested one day and voracious the next.

Sunset continues: Once you hook one, you know you're matched against a fighter, dazzling in speed, jerking furiously against the drag of the line. Before he gives up, he sounds. He's a beautiful fish—silver and blue overlaid with a faint, shimmering opalescence. The average weight for the albacore is about 20 pounds, and one of this size can keep you fighting for more than half an hour. Thirty-pounders are not uncommon, and often the schools that come into Southern California waters in late September and October include fish of 40-pound size. *

Bluefin in Gulf

First positively identified bluefin tuna were taken by the FWS exploratory vessel *Oregon* in the north central Gulf of Mexico in September. This particular catch was taken on live bait from a large fast-moving school. Eleven two-pound tuna were caught in one flurry; six of these were blackfin, and five were small bluefin.

Positive identification of the tunas was made at the National Museum, Washington, D. C. It is believed that this may represent the first definite recording of bluefin tuna from the northern part of the Gulf.

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Survey of the Industry

(Continued from page 13)

eliminate additional shoreworkers in the can filling operation. Imports of tuna canned in oil or in brine eliminate all need for shoreworkers in domestic plants.

If further restrictions were placed on the imports of frozen cooked tuna loins, frozen cooked tuna in cans, and tuna canned in brine or oil, to aid shoreworkers, then domestic packers would have increased costs, and a lesser share of the market to the extent that domestic catches could not fill the gap. If additional restrictions were placed on imports of tuna canned in oil or in brine, then the fleet, the canners, and the shoreworkers would benefit while importers and distributors of canned tuna would suffer.

Lack of full employment for shoreworkers creates a difficult problem for many of them who do not possess skills permitting them to transfer readily to other industries. For others there is no alternative employment in their areas. Imports are both an advantage and a disadvantage to the shoreworker depending upon the form in which the packer receives them. If the trend is toward the partially processed forms, then shoreworkers must find other employment, possibly at the cost of moving from the area in which they are now employed.

The Import Problem

4. How can *domestic canners* be assured of supplying a fair share of the domestic market for canned tuna?

The needs of the domestic market are now supplied by tuna canned by domestic canners from the domestic catch and from imports of frozen round tuna, frozen cooked loins, and frozen cooked tuna in cans, and by importers of tuna and tunalike fishes canned in oil and in brine. If further restrictions were imposed on the imports of frozen round tuna or frozen cooked loins to aid the fishing fleet or the shoreworkers, then canning operations would suffer to the extent that the domestic catch could not fill the canners' raw material needs at a comparable price.

If further restrictions were placed on the importation of tuna or tunalike fishes canned in oil or in brine, all segments of the tuna industry, except importers and distributors of these products, should benefit from a greater market.

If further restrictions were placed on the imports of frozen cooked tuna in cans—and use of the product is found to be feasible—then canners, in the short view, might consider themselves deprived of an added and possibly more desirable raw material. In the long view, however, it seems almost certain that the importation and the successful and profitable canning of this product is one of the greatest threats to the domestic canning industry as it is now constituted. (Importation of frozen cooked loins presents the same threat, but to a lesser degree, since packing equipment not normal to other food canning plants is required.) There appears to be no reason why any fruit or vegetable canner, or, for that matter, almost any food canner, could not complete the processing of frozen cooked tuna in cans as readily as tuna canners.

They might do it more advantageously if the canned tuna shared overhead and marketing costs with the packers' major products. Custom canning also might occur and make it possible for large buyers to circumvent the usual marketing channels.

In summary, further restrictions on imports of frozen round tuna or frozen cooked loins would increase canner's costs and limit their ability to supply their markets. Lowering tariffs on imported tuna or tunalike fishes canned in oil or brine would create greater market competition which might be offset by increased demand. A trend toward, and the successful utilization of, imported frozen cooked tuna in cans might aid canners at first, but probably would eventually make canned tuna a by-product of other canned food plants. Thus, the tuna canning industry faces problems which, at worst, could force the canning operation to foreign countries or transfer it to other food canning industries in this country.

Consumer Demands

5. How can the *domestic consumer* be assured of an adequate supply of canned tuna at a fair price?

Consumers have evidenced a keen and increasing desire for canned tuna. It seems obvious that their demands will be met from domestic or imported production or a combination of both. A fair price is another matter. If the domestic fleet can no longer compete with foreign production and is reduced in size or transferred to foreign registry, and if domestic canners become largely dependent on imports for their raw material, it will not take long for the exporting countries to eliminate the domestic canners by carrying out the canning function at home. When that occurs, they also can govern the price of canned tuna within certain limits.

Consumers, therefore, may have a considerable stake in whether we maintain a domestic tuna industry or become dependent on foreign canned tuna.

6. How can the *domestic tuna industry* meet the future demand for canned tuna?

The per capita consumption of canned tuna is increasing, which means that the industry, for a time, at least, must not only supply the added volume required by population growth but also a greater consumption per person. If the tuna industry solves all its other problems, the matter of increasing its supplies remains.

If the fishing fleets cannot catch the additional raw material required, then the tuna industry foregoes an opportunity for greater production and may even lose ground to some other more available fish or competing food.

International Problems

7. How can the *international problems* involved in fishing for tuna be resolved in an equitable manner?

The international character of the tuna resource creates problems which are unique to fishing as a food producing operation and, to varying degrees, makes the domestic tuna fishing fleet subject to foreign regulations.

These regulations could become onerous and have a tendency to shift both fishing and processing operations from domestic to foreign bases.

If the fleet, through its own resources, or with State or Federal assistance, were successful in locating new resources, in adapting new fishing methods, or in devising a live bait substitute, this problem would diminish in importance.

(To be concluded next month)

Life of the Shrimp

So little accurate information is known regarding shrimp life that the following is interesting from Dr. L. A. Walford, Chief of the FWS Branch of Fishery Biology. This is based on the Gulf shrimp resource as presented at the annual meeting of the Gulf States Marine Fisheries Commission last month:

The distribution, size, composition, state of maturity and sex ratio of the commercial catches have been studied at various times along the Gulf. Shrimp spawn in outside waters; the young, in order to survive, must move into inside waters of low salinity at a very small size; as they grow they move toward waters of higher salinity and, finally, into the open sea.

Shrimp spawn more than once—probably in two dominant waves, one in the spring and one in the fall. There is no known correlation between the number of spawners and the size of broods. Climate, hydrographic factors and unknown conditions determine brood survival. Life span of shrimp is something over a year; a few may live as long as two years, perhaps even longer.

In some areas brown shrimp have increased and white shrimp decreased. There is some evidence that different species do not intermingle. Unknown is how they react upon each other, also the mechanism that carries larvae into inside waters. Other unknown factors include: exactly what shrimp eat, what nourishes them, what stimulates them to moult, to migrate horizontally and vertically, to congregate or disperse, average mortality rates, and other such factors.

Anchovy Ages

Preliminary estimates of the age-composition of the 1952 (August through December) anchovy catch have been reported through co-operative work of the South Pacific Fishery Investigations and the California Department of Fish and Game:

In central California (Monterey and San Francisco), about 35% of the fish belonged to the 1949 year class, about 30% to the 1950 class, and about 20% to the 1948 class. The remaining 15% of the catch came from the 1946, 1947, and 1952 classes.

In the San Pedro catch, however, about 50% of the fish belonged to the 1952 class, with less than 20% each from the 1951 and 1950 classes. The 1948 and 1949 classes contributed the remaining 10%.

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